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16 December 1981

# Worldwide Report

LAW OF THE SEA

No. 179



FOREIGN BROADCAST INFORMATION SERVICE

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OBJECTION RAISED ON SYRIAN TERRITORIAL WATERS CLAIM

NC100945 Istanbul TERECUMAN in Turkish 7 Nov 81 pp 1, 14

[Sedat Sertoglu report]

[Text] Turkey has officially notified Damascus that it will not recognize Syria's decision to extend its territorial waters to 35 miles. Competent officials of the Foreign Ministry have stated that from Turkey's standpoint, Syria's territorial waters are 12 miles and that their extension to 35 miles will not be recognized. High-ranking Foreign Ministry officials, who wanted to remain anonymous, have stated that Turkey will continue to consider waters outside the 12 miles as international waters. They have expressed the hope that the Syrian authorities will not interfere with Turkish ships sailing these waters.

In the views officially communicated to Damascus by the Foreign Ministry, it is stated that Turkey is ready to "participate in talks which will define the fishing areas of both countries." The Foreign Ministry officials have also stated that Syrian allegations that the "extension of the territorial waters to 35 miles is not intended to be against Turkey are invalid" and that they will not concur with this "fait accompli."

As is known, some time ago Syria announced that it had extended its territorial waters to 35 miles. Under these circumstances, there is only a distance of 10 miles between this country's territorial waters and the territorial waters of the Turkish Cypriot sector of Cyprus.

Relations between Turkey and Syria, which have been strained for some time, have worsened even more following the extension of the Syria territorial waters to 35 miles. Recalling that Syria, which enjoys the support of the Soviet Union, has been adopting adverse attitudes toward Turkey on all platforms, the Foreign Ministry officials stated that this state has also rejected all calls by Turkey to negotiate the Syrian-Turkish frontiers.

On the other hand, Syrian head of state Hafiz al-Asad delivered a speech during his visit to Bulgaria as the guest of Bulgarian head of state Zhivkov, in which, without naming Turkey, he uttered words which run counter to all diplomatic rules of etiquette. The Turkish Foreign Ministry has established that in a speech he gave in honor of the Bulgarian head of state, Hafiz al-Asad said that "before winning their independence, both Syria and Bulgaria were under the yoke of the same despotic country." Following this speech by Hafiz al-Asad, the Foreign Ministry officials requested information from the Turkish Embassy in Sofia. The text of this speech, to which high-ranking Turkish diplomats have reacted strongly, is going to be carefully studied in Ankara. When the text has been carefully examined, Turkey is expected to issue a tough warning to Syria.

On his way to Bulgaria, Syrian head of state Hafiz al-Asad had flown over Turkey and had sent Ankara a good will message. In return, Ankara had sent Hafiz al-Asad its best wishes.

CSO: 5200/2017

INDIA

BRIEFS

TAIWANESE TRAWLERS HELD--Cochin, Nov 6 (UNI)--A Taiwanese fishing trawler 'Duan Long' operating off the Wedge Bank about 290 km from here was seized by Indian naval ship Brahmaputra on Wednesday and was brought here, according to an official spokesman. [New Delhi PATRIOT in English 7 Nov 81 p 4]

CSO: 5200/7008

FIJI

BRIEFS

200-MILE ZONE TO BE ENFORCED--Fiji will begin enforcing its 200-mile economic zone next month. A Radio Australia correspondent in the capital, Suva, says the decision by cabinet will bring into effect regulations drawn up under Fiji's marine spaces act, covering the conservation and management of fisheries resources and the licensing of foreign fishing vessels. The government also will prepare legislation to finalize the boundaries of the 200-mile economic zone around its outlying islands. Our correspondent says Fiji has been holding talks with other Pacific Island governments to try to get agreement in areas where its boundaries overlap those of other countries. [Text] [BK200809 Melbourne Overseas Service in English 0500 GMT 20 Nov 81]

CSO: 5200/4506

SURINAME

MINISTER ON FISHING DECREE, POLICY, PROSPECTS

Paramaribo DE WARE TIJD in Dutch 22 Oct 81 p 2

[Text] Last Tuesday, 20 October, Minister of Agriculture, Cattle Breeding, Fishery, and Forestry F.W. Vrelen opened the "Technical Workshop for Fish Inventories in the Waters of the Surinamese Continental Shelf." It happened in Hotel Torarica. The government leader used this occasion to deliver the following speech:

Fishery Decree and Rights of the Sea

I warmly welcome all of you at the opening of the Technical Workshop of Fish Inventories in the Waters of the Surinamese Continental Shelf. This workshop is the finishing touch to 2 years of fish research by the vessel Bonito in our territorial waters and the adjoining economic zone as the result of the fishery agreement on cooperation between our country and the Federal Republic of Germany.

Although Suriname already extended its territorial waters to 12 miles by the act of 14 April 1978 and established an economic zone of 188 miles with sovereign rights of exploration, exploitation, preservation, and management of living and inanimate resources on the bottom of the sea, underneath it, and in the waters above it, it was not until December 1980 before the Fishing Decree took effect. The desirability of uniform management for the territorial sea as well as the adjacent economic zone, together known as the fishing zone, necessitated the Fishing Decree. Although the conference for rights on the sea has not yet ended, the Fisher Decree is in accordance with its draft of legislation on the new rights of the sea.

In addition to rights, coastal nations will also have duties:

In the economic zone coastal nations must determine admissible catches, they must therefore determine the size of the fish population as well as the intensity of fishing activities it can bear;

for proper management and preservation they must prevent excess catches of fish;

populations of exploited species of fish must be brought up to par and maintained at such levels;

attention must be given to interdependent and related species of fish.

Scientific, statistical, and other data must be published and if the size of the national fishing fleet has insufficient capacity to exploit the total admissible catch other nations must be allowed to catch the surplus of the admissible catch of a coastal nation but the following point should be taken into account:

the importance of fishing and other national interests for the economy of a coastal nation;

the rights of nations cut off from the sea and geographically disadvantaged;

the need for a share of the surplus for developing nations of the area;

minimizing economic disruption in nations whose subjects used to fish in these waters or performed there substantial fishery explorations.

#### National Fishery

Suriname is aware of these internationally recognized duties, especially concerning its own region. However, the present government is even more aware of its duty to develop a truly national fishing industry in our country.

The first step is research of the supplies and inventories of fish in our shallow coastal waters. Admittedly there was research in the past: In 1957 Higman conducted over a period of 3 months surveys of supplies of fish and shrimp on board the vessel Coquette. From 1969 to 1973 the vessel Calamar of the Regional Caribbean Fishery Development Project conducted research in our seas which yielded encouraging data for an industry relying on catching and processing fish. In the early 1970's Brazil completed the process of establishing a 200-mile territorial sea and our neighbor nations established later economic zones which made new research necessary because of changed conditions.

Because of the very limited access of foreign or regional fleets to these waters allowing more intensified fishing activities in our waters, it became evident that conditions concerning fish supplies in our waters had changed.

#### National Exploitation

National exploitation and management of the potential with results benefitting our country and our people in the first place is the basis of the present development of fishing activities. Such management should at least be based on the following points.

1. Creating conditions which will allow production, processing, and selling of fish to contribute as much as possible to our national economy:

Increasing production and productivity;

supplying the domestic market on a regular basis with quality products for acceptable prices and increasing fish exports against competitive prices on foreign markets;

stimulating increased contributions of foreign fishing companies to the development of the national fishing industry;

expanding employment.

2. Promoting prosperity and contributing to the welfare of workers and the fishing industry:

seeing to it that workers in the fishing industry receive wages equal to those of comparable groups;

contributing to the common welfare as regards living conditions and working conditions.

3. Promoting conditions which stimulate fishing as recreational use of rivers, lakes, and canals:

Seeing to it that our inland waters are expanded, improved, protected, and well managed;

Seeing to it that our inland waters are abundantly stocked with fish, preferably of native origin.

4. Contributing to a well balanced international and regional cooperation regarding fishing:

Promoting rational exploration, exploitation, maintenance, and management of the same fish populations in a regional context.

The execution of projects and programs based on the above-mentioned premises will require distinct information on fish supplies and inventories: size, areas, and seasons; based on these data funds for the development of the fishing industry will have to be made available.

10319  
CSO: 5200/2009

FIXED LINK ACROSS GIBRALTAR STRAIT DISCUSSED

Rabat L'OPINION in French 12 Oct 81 pp 1, 2

[Interview with Mohamed Kabbaj, head of the mission to the Royal [Spanish Government and chief of the project to build a fixed link across the Straits of Gibraltar, by Nassiri Mustafa, date and place not given]

[Text] Yesterday, an idea which has long been an intriguing fantasy became a reality: A reality in the form of the royal meeting between his majesty King Hassan II and his majesty King Juan Carlos, who immediately decided to begin working toward the realization of that grandiose project, the fixed link between Europe and Africa across the Straits of Gibraltar.

It will be recalled that the first steps toward actualization of the project were the establishment of the Joint Hispano-Moroccan Commission, from which emerged two research firms, the Moroccan one being the National Straits Research Company (SNED).

It will also be recalled that his majesty the King, who attaches special importance to this project, named Mr Mohamed Kabbaj to personally watch over the implementation of the project.

In the following interview which he gave to L'OPINION, Mr Kabbaj discusses the unfolding of the various phases of the project and emphasizes the many benefits our country cannot fail to realize from the fixed link, once it is built.

[Question] Doubtless the proposed fixed link across the Straits of Gibraltar will mean a revolution in technology and communications. Would you tell us, Mr Kabbaj, how the idea was born?

[Answer] The history of this project deserves full explanation. I will confine myself to saying that the idea was born in the minds of great engineers who dreamed of great projects. After the opening of the Suez and then Panama Canals, many engineers gave thought to proposals to build a link across La Mancha and Gibraltar.

Ideas along this line go back to the end of the 19th Century, around 1860. From that time on, the idea haunted the minds of the great engineers, especially Spanish engineers during the occupation of northern Morocco.

After the Rif war, the idea had a great deal of appeal, for strategic and economic reasons.

Other countries were also interested, especially France during the years of the occupation of Algeria. After the discovery of natural gas in Algeria, France thought about transporting the gas by means of a system of pipelines across the Straits of Gibraltar. So several projects relating to the Straits and a Spain-Morocco link were born.

But the idea did not really come to life until after the royal meeting between his majesty King Hassan II and his majesty King Juan Carlos in June 1978. That meeting really got the project started, since the two heads of state decided that Spain and Morocco would cooperate to build this great construction.

This is the basic history and the broad lines of the idea of a link across the Straits of Gibraltar.

[Question] From time to time, we hear talk of missions or projects related to research--already begun--preparing for the construction of the link. Can you tell us about them?

[Answer] We began by defining the first task completed after the royal decision: We proceeded to establish a joint commission set up following the signing of an agreement between the Moroccan and Spanish Governments. This joint commission itself created two research companies--including the National Straits Research Company (SNED).

His majesty the King named his royal highness Prince Moulay Hassan Bel Mehdi to head that company.

The first task of the joint commission was to establish a rational series of studies concerning the scope of the project, the advanced technology in every domain that would be needed. To this end, the commission contacted many experts.

Three main phases were established for the unfolding of the program.

- (1) Preliminary Phase.
- (2) Pre-feasibility Phase.
- (3) Feasibility Phase.

The preliminary phase, which has begun, itself includes two sub-phases: That of general studies or diagnosis, which has been under way since the beginning of the year and which will conclude within the next few months.

This is a very important stage, in which several Moroccan and foreign experts are taking part in the research. It is going to pull together what is known about the straits as well as the main conclusions that can be drawn from that data. The studies will cover such areas as:

- Physical data: Geology, oceanography, etc.
- Different types of feasible constructions and their design.
- A monograph on the economics.
- Legal aspects.

With these studies, we will have taken an important step and be moving forward to the next stage in accomplishment of our task.

For the preparation of this assessment, we have carried out a number of exploratory operations and physical surveys, organized technical symposia to get the advice of internationally known experts. We are going to begin a second phase, which is the stage of the preliminary study per se, which will begin upon completion of the diagnostic study (early 1982-summer 1982).

That study is going to complete the preliminary phase, which should have two primary results:

- A decision on the general concept of the link (construction).
- The approximate cost of the type of link chosen and its economic and general utility.

Then we will embark on what are called detailed studies.

[Question] This is an enormous project, which must overcome both technological and legal problems, among others. Can you tell us about the most serious ones?

[Answer] The problems in every branch of this project are many and complex. In every domain it touches, this project is a world "first." For example, in terms of the very great depth of the waters in the Straits, the concept of building something in those depths, the whole thing is new and unique.

Similarly, given the physical conditions in the Straits, which are unusual and peculiar, we find ourselves facing problems that can only be resolved in exceptional and original ways.

With respect to legal questions, the problem is rather complex, since it involves the latest contemporary ideas on law of the sea, on which numerous international conferences have been held. These terribly complex questions continue to be the subject of debates.

In that domain, several Moroccan and Spanish experts are working together to find appropriate solutions to these problems.

[Question] Fairly sizable projects have been built here and there around the world. They connect land separated by fairly large stretches of the sea. Would any of them be comparable with the Hispano-Moroccan fixed link?

[Answer] In fact, there is the example of the tunnel in Japan, the Seikar tunnel. It is a very big project, in terms of the size--54 km long--and connects two of Japan's islands. While that project is an interesting and original example, we do not think one could say it is exactly the same as what we propose to build.

For our part, we must confine ourselves to the conditions of land and sea, which are in fact different.

[Question] Several approaches to the building of this project have been advanced. The final decision on the type of construction cannot be made until after the studies have been completed. Would you tell us, Mr Kabbaj, about the different solutions being promoted?

[Answer] The solutions are very diverse. Some are on the surface: Bridges. Several versions of this kind of project might be envisaged. Or subterranean. For the moment, we are not dismissing any possibility, for we do not want to make a precipitous decision. Our decision should be based on objective and rational factors.

The point of the preliminary studies is just precisely to compare the various solutions in terms of their advantages and disadvantages technically, economically, legally, and with regard to their effect on the environment, and also in terms of their political and strategic significance and security and effects on security.

All these factors will be taken into consideration in the final decision.

[Question] Have other countries shown their interest in the project, for example by taking part in the studies that are under way?

[Answer] Several countries have shown interest in the studies for thos project. Some of them are already participating. Others will later on. I think that, given the importance of the project and the sophisticated technology that will be required, we will have to bring in specialists in the most unusual disciplines, in which there are only a few real experts in the entire world, in order to get a grasp on the essential factors we are studying.

Such a project, which will connect two continents, must be considered in relation to the levels of communication possible for the countries of the two continents.

All the countries we have contacted--as well as the international organizations--have expressed great interest in the project. We have seen this in the Arab world, where several resolutions in support of it have been adopted. Several European organizations, such as the United Nations Economic Commission for Europe, the EEC, the conference of European transportation ministers, the international railroad union, and other organizations have expressed their interest and given their support to the project. The same level of interest has been aroused in Africa.

[Question] Can you tell us, Mr Kabbaj, about the road and rail implications of the project?

[Answer] The Straits are the junction point between two important and complementary continents. The link across the Straits can only really be useful if it is supplemented by a new concept of trade between the North and South, and thus a new concept of the systems that will carry that trade. In that connection, the project study will contain proposals relating to all the systems which will arrive or end at the link itself, whether they are roads, railroads, or pipelines. Already, we have a number of ideas as to the design of these systems, which have been presented before international bodies. The project has given both Africa and Europe--and Africa in particular--a new vision of the networks connecting them. Europe was neglecting its southwestern region (Spain in particular) and very few European trunk lines terminate there, though now Europe realizes that these lines shoud extend beyond Spain and the Strait of Gibraltar. Just as Africa realizes that trade from North Africa and sub-Saharan Africa have to cross our country to reach Europe via the Straits of Gibraltar.

[Question] Morocco and Spain are both cognizant of the benefits that cannot fail to be realized from this new communications link once it is complete. Prospects are very promising, it is said...

[Answer] The project is a grandiose one in its own right, construction of which will create thousands of jobs both in northern Morocco and southern Spain, and it will also have major impact on the various other sectors of the economy, in particular on tourism, which will certainly have enormous growth. In terms of industry and agriculture, the project will have positive impact in the sense that our country's products will be competitive on European markets, just as our country will be able to import products at lower cost. Morocco and Spain will thus become the nexus of communications between Europe and Africa and will certainly benefit from that position.

[Question] Some rough estimates as to the cost of the project have been made, but it is obvious that the cost can only be determined with any precision after the studies are completed. Could we have the order of magnitude?

[Answer] It is at present very difficult to cite numbers. However, I will give you some approximate costs for projects of comparable size. The Seikan tunnel in Japan cost--in current money--some 10 billion dirhams. It is estimated that the tunnel under La Mancha (about 50 km) will cost at least 6 billion dirhams, even using the least costly design. These are only orders of magnitude, for the very notion of cost is difficult to pin down until the nature of the project has been spelled out. There is a difference between a tunnel and a bridge, between a one-track railroad tunnel and a two-track tunnel.

[Question] One sure benefit for Morocco: The project is a chance for Moroccan technicians and cadres to get new training and experience....

[Answer] In fact, it is a chance to enlist the participation of Moroccan researchers and cadres in a high-technology project and to familiarize them with the most diverse techniques. Highly skilled nationals in a number of technical branches are participating in this project. SNEP will try to involve people in every field, in both the private sector and the academic world.

[Question] The proposed fixed link across the Straits will turn Morocco into a tree with its roots in Africa and its foliage in Europe....

[Answer] The project does highlight the key position Morocco occupies, with shorelines on the Mediterranean in the north and on the Atlantic in the west, responsible along with Spain for guarding the Strait, which is one of the most important passages and maritime lanes in the world. We will take great pride in building this project, which testifies to the strategic position our country occupies.

9516  
CSO: 5200/5002

UNITED ARAB EMIRATES

NEW MARITIME TRADE LAW CITED

Beirut THE ARAB WORLD WEEKLY in English No 643, 21 Nov 81 p 21

[Text] A new Maritime Trade law was ratified last week by the UAE President Sheikh Zayed Ben Sultan Al Nahyan. UAE vessels are granted by this law priority in carrying imported and exported goods. The new law forbids non-UAE vessels from trading between the country's ports without a special permit issued by the Ministry of Communications.

The 420 articles of the law define ships, their nationalities, mortgage procedures, precautionary seizures, collisions at sea, insurance, renting of vessels and contracts for the transportation of goods and people.

The law stipulates that at least 51 percent of the capital of public companies established in the UAE for the ownership of ships must be owned by UAE citizens. The majority of members and the chairman of the board of directors of these companies must also be UAE nationals.

In the case of companies with limited liabilities, at least 51 percent of their capital must be owned by nationals and the companies' managing directors must be UAE nationals.

The law calls for the establishment of a naval inspection department at the Ministry of Communications which will be in charge of the registration of vessels.

Registered vessels shall carry the UAE flag except those used for pleasure outings (or trade providing the total loading capacity does not exceed 10 tons), tugs, and other floating equipments used in the country's ports.

The Maritime law was approved by the Cabinet on October 26. It also regulates the entry and exit of ships and stipulates that the UAE establish a merchant fleet flying the UAE flag to promote internal and external trade.

CSO: 5200/4704

NIGERIA

BRIEFS

AGREEMENT WITH EQUATORIAL GUINEA--Lagos, 30 Nov (NAN)--Nigeria has signed a fishing rights agreement with Equatorial Guinea, the minister of state for agriculture, Chief Olu Awotesu, said in Lagos today. The minister told the News Agency of Nigeria (NAN) that the agreement provided for licensed fishermen from Nigeria to fish "in the fish resources of Equatorial Guinea, while their vessels could berth and refuel in that country." The minister said that the agreement was part of the federal government's effort to boost food production, adding that it would also improve relations between Nigeria and Equatorial Guinea. Chief Awotesu said that under the agreement, 20 fishing vessels from Nigeria would be allowed to ply the territorial waters of Equatorial Guinea for fishing operations at any given time. The agreement, which is valid for 5 years, is subject to renewal for another five years. Chief Awotesu said that Nigeria "is to renew its fishing agreement with Mauritania while an agreement would soon be signed with Senegal on fishing rights." Chief Awotesu signed the agreement on behalf of the federal government, while the Equatorial Guinean minister of agriculture, [word indistinct] fishing and forestry, Mr Don Emilio Borico, signed on behalf of his country. [Text] [AB301612 Lagos NAN in English 1552 GMT 30 Nov 81]

CSO: 5200/5614

ICELAND, NORWAY REACH AGREEMENT ON JAN MAYEN LIMITS

Foreign Ministers Sign Pact

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 22

[Article: "Delimitation Based on Iceland's 200 Miles--Combined Exploitation of 45,000 Square Kilometers"]

[Text] Yesterday the foreign ministers of Norway and Iceland signed an agreement between the countries regarding the continental shelf area between Iceland and Jan Mayen. In the first article of this agreement it is stated that the delimitation of the continental shelf will be based on Iceland's 200-mile economic zone with regard to Jan Mayen. The agreement also contains provisions about exploration and exploitation of two areas south and north of the 200 mile limit where it is considered most likely that oil might be found.

This agreement, which is in 10 parts and was signed by Sven Stray and Olafur Johannesson, will now be submitted to the Norwegian Storting and the Icelandic Althing. That is being done based on proposals submitted in May this year by a Conciliation Commission appointed by both countries.

The special areas, with which most articles of the agreement deal, are 32,750 square kilometers within Norwegian jurisdiction at Jan Mayen and 12,720 square kilometers within the Icelandic jurisdiction. The provisions in the agreement refer to how primary research of the deposits, exploration drilling and exploitation should be conducted in these areas if oil is found there. The agreement also includes provisions for appealing to the Conciliation Commission if one party thinks that the other party does not sufficiently maintain security or environmental protection.

The Norwegian Petroleum Directorate is in charge of all primary surveys in these areas and will pay all related costs, but both parties benefit from the resulting data. With regard to more detailed surveys, the rule provides that both parties can grant exclusive exploration and production licenses on a joint venture contract. Petroleum companies could be allowed to participate in such contracts. Iceland is to be entitled to 25 percent participation in such petroleum activities within the Norwegian area and is entitled to enter into the venture at any

stage. The Norwegians have the right to 25 percent participation within the Icelandic area. The Norwegians shall seek to arrive at an arrangement whereby both the Norwegian and Icelandic percentage of the costs of such petroleum activities are carried by the company (or companies) up to the stage where commercial finds have been declared. The Icelanders do not share the same obligation regarding their area.

After a statement has been made that a commercial find has been discovered, each party will carry its cost of continuing projects in the area based on its share in the respective contract.

#### Text of Agreement

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 15

[Article: "Agreement on the Continental Shelf Between Iceland and Jan Mayen"]

[Text] The governments of Iceland and Norway

Desiring to determine the delimitation line on the continental shelf in the area between Iceland and Jan Mayen,

Having agreed, by entering into the Agreement of 28 May 1980 on fishery and continental shelf questions, on the extension of the economic zone of Iceland to 200 nautical miles, also in those areas between Iceland and Jan Mayen where the distance between the baselines is less than 400 nautical miles,

Having agreed in Article 9 of the above mentioned Agreement that the Parties should jointly appoint a Conciliation Commission to submit recommendations with regard to the dividing line for the shelf area between Iceland and Jan Mayen and having jointly appointed such a Commission,

Having in May 1981 received the Conciliation Commission's unanimous recommendations to the effect that the delimitation line between the two Parties' parts of the continental shelf in the area between Iceland and Jan Mayen shall coincide with the delimitation line for the economic zones, and that cooperation between the two Parties be established in connection with the exploration for and exploitation of hydrocarbon resources in a specified area between Iceland and Jan Mayen on both sides of the delimitation line, and

Finding it possible to proceed on the basis of the Commission's recommendations

Have agreed as follows:

#### Article 1

The delimitation line between the Parties' parts of the continental shelf in the area between Iceland and Jan Mayen shall coincide with the delimitation line for the Parties's economic zones.

## Article 2

The provisions in Articles 3 to 9 apply in an area defined by the following coordinates:

70°35'N  
68°00'N  
10°30'W  
6°30'W

## Article 3

In the first exploration phase, aimed at a systematic geological mapping of the area defined in Article 2, the Parties shall jointly carry out seismic and, if necessary, magnetic surveys. The practical implementation of these surveys shall be the task of the Norwegian Petroleum Directorate on the basis of plans elaborated by the two Parties' experts jointly. The costs of the surveys shall be borne by the Petroleum Directorate of the Norwegian State, unless the Parties otherwise agree. Norwegian and Icelandic experts shall have the opportunity to participate in the surveys and in the assessment of the resulting data on an equal footing. The data and their assessment shall be submitted to the authorities of the two Parties. They shall be treated as confidential, unless the Parties otherwise agree.

If there is any net profit from the sale of seismic or magnetic data to companies or organizations, such net profit shall be shared by the two Parties on a basis agreed between them.

## Article 4

If the surveys mentioned in Article 3 indicate that it is desirable to carry out more detailed surveys of special fields in the area, including more detailed seismic work and the commencement of drilling, any exclusive exploration and production licenses in respect to such special fields shall be based on joint venture contracts, unless the Parties agree on some other form of contract. The Parties may agree to allow governmental petroleum companies to participate in such contracts.

## Article 5

In the part of the area defined in Article 2 north of the delimitation line between the two Parties' economic zones (approximately 32,750 square kilometers), Iceland shall be entitled to participate with a share of 25 percent in such petroleum activities as are referred to in Article 4. In negotiations with outside governmental or non-governmental petroleum companies, Norway shall seek to arrive at an arrangement whereby both the Norwegian and the Icelandic percentage of the costs of such petroleum activities are borne by the company (or companies) concerned up to the stage where commercial finds have been declared.

If it is not possible to obtain an arrangement whereby the two Parties' costs are borne by the company (or companies) concerned, the Parties shall initiate negotiations on the possibility of conducting the operations as a joint venture where

each of them carries its own costs, or where they share the costs. If Iceland does not wish to participate on this basis, Norway may proceed on its own. If commercial finds are declared, Iceland shall be entitled, at this stage, to enter into participation with its own share in return for reimbursing Norway for that share of the costs incurred up to this juncture, which would correspond to Iceland's share if Iceland had participated from the outset.

Norwegian legislation, Norwegian petroleum policy and Norwegian regulations relating to the control of such activities, safety measures and environmental protection shall apply to the activities in the area referred to in the first paragraph. The Norwegian authorities shall also be responsible for enforcement and administration in the said area.

#### Article 6

In the part of the area defined in Article 2 south of the delimitation line between the two Parties' economic zones (approximately 12,720 square kilometers), Norway shall be entitled to participate with a share of 25 percent in such petroleum activities as are referred to in Article 4. In negotiations with outside governmental or non-governmental petroleum companies, Iceland shall not be bound to seek to arrive at an arrangement whereby the Norwegian percentage of the costs of such petroleum activities are carried by the company (or companies) concerned.

Icelandic legislation, Icelandic petroleum policy and Icelandic regulations relating to the control of such activities, safety measures and environmental protection shall apply to the activities in the area referred to in the first paragraph. The Icelandic authorities shall also be responsible for enforcement and administration in the said area.

#### Article 7

After a find has been declared commercial, each of the Parties shall bear its costs in the further development of the field in proportion to its share under the contract concerned.

#### Article 8

If a hydrocarbon deposit lies on both sides of the delimitation line between the two Parties' economic zones, or lies in its entirety south of the delimitation line, but extends beyond the coordinates stated in Article 2, the usual unitization principles for the distribution and exploitation of the deposit shall apply. The more detailed rules to be applied in such cases shall be agreed between the Parties.

If a hydrocarbon deposit lies in its entirety north of the delimitation line, but extends beyond the coordinates stated in Article 2, the deposit shall in its entirety be considered to lie within the coordinates, cf. Articles 5, 6 and 7.

#### Article 9

If one of the Parties considers that the regulations relating to safety measures and environmental protection referred to in Articles 5 and 6 fail to provide

adequate protection when exploration or production operations are carried out in the area defined in Article 2, the Parties shall consult each other, cf. Article 10 in the Agreement of 28 May 1980 on fishery and continental shelf questions. If, during such consultations, the Parties fail to agree, the question shall be referred to a Conciliation Commission consisting of three members. The Parties shall not commence or continue such operations before the Conciliation Commission's recommendation is available, unless there are weighty grounds for so doing.

Each of the Parties shall appoint one member of the Commission. The chairman of the Commission shall be appointed by the Parties jointly.

The Commission's recommendations shall be submitted to the two Governments at the earliest opportunity. The recommendations are not binding on the Parties, but during their further discussions the Parties shall pay reasonable regard to them.

#### Article 10

This Agreement shall enter into force when the Parties, by an exchange of notes, have notified each other that the necessary constitutional procedures have been completed.

In witness whereof the undersigned plenipotentiaries have signed this Agreement.

Done at Oslo on 22 October 1981 in duplicate in the Icelandic and Norwegian languages, both texts being equally authoritative.

#### Iceland's Foreign Minister Comments

Reykjavik MORGUNBLADID in Icelandic 23 Oct 81 p 15

[Article by Frida Proppe: "Olafur Johannesson on the Jan Mayen Issue: Should be an Example for Other Countries"]

[Text] Oslo. "I consider these very sound agreements, sensible, reasonable and useful. They should set an example for other nations in international relations," said Olafur Johannesson, foreign minister, when he was asked his opinion of the agreement on the continental shelf in the area between Iceland and Jan Mayen, which he signed along with Sven Stray, foreign minister of Norway, a little after 10 o'clock yesterday morning.

Johannesson did not want to elaborate on the statement of the Norwegian Foreign Minister, Sven Stray, that the Norwegians conceded much more with regard to the conclusions of the agreement.

In continuation of the signed agreement, the foreign ministers discussed international affairs for about 2 hours. Johannesson was asked what the two ministers had discussed. "We politely discussed the international affairs in general, as well as the much discussed nuclear arms situation in the world and other things," he answered.

Johannesson said that he agreed with Stray that the limitation of nuclear arms was an issue that the NATO allies should discuss within the alliance.

With regard to Stray's statements that the Norwegians would not "put pressure on the Icelanders" regarding increased cooperation in the field of energy affairs and industrial affairs, Johannesson said, "We did indeed discuss the possibilities of increased cooperation in this field. As a foreign minister, however, I consider this to be a matter in the hands of minister of industry, Hjorleifur Guttormsson."

#### Paper Praises Agreement

Reykjavik MORGUNBLAÐID in Icelandic 23 Oct 81 p 16

[Editorial: "Norwegian Friendship"]

[Text] The Norwegians are receiving the president of Iceland, Mrs Vigdis Finnbogadottir, very graciously, as was to be expected as the friendship of the Norwegians towards the Icelanders is deep. During the royal reception in Oslo, the President of Iceland said very aptly: "...we share many precious things. Our friendship is deep and sincere. We have better than others preserved the language of our forefathers and traditions related to that." The friendship comes through during different relations between the nations. In connection with the visit of the president to Norway, the foreign ministers of the countries, Sven Stray and Olafur Johannesson, signed an agreement on the division and common exploitation of resources of the seabed between Iceland and Jan Mayen. Thereby formal agreements have been made about all factors for the so-called Jan Mayen affair which many predicted would ruin the friendship existing between the Icelanders and the Norwegians. We Icelanders can be pleased with the conclusion. It is also a matter of great pleasure that many people look at the agreement, as a whole, as an example for a sensible solution of sensitive disputes in other parts of the world.

In the speech that King Olav of Norway gave at a reception given in honor of the president of Iceland, King Olav said: "The extension to a 200-mile economic zone around our countries led to a dispute about an area in the ocean between Iceland and Jan Mayen, but as is the habit of good neighbors, an agreement was reached in the matter. I am of the belief that thereby the cornerstone has been laid for a meaningful cooperation between our countries in these areas." King Olav's belief should be supported and the justification of his following words should be emphasized: "In the defense of our democracy, both Iceland and Norway have been members of the North Atlantic Treaty Organization from the beginning."

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INTERNATIONAL AFFAIRS

**SWEDEN FEARS DENMARK, FINLAND OVERFISHING BALTIC SALMON**

Stockholm DAGENS NYHETER in Swedish 11 Nov 81 p 12

[Article by Caj Noren: "Salmon Soon Finished in Baltic: Too Much Fishing"]

[Text] Lulea, 10 Nov--"The situation is worse now than at any time during the 20th century!" This is how Fishery Inspector Osten Karlstrom of Norrbotten and Vasterbotten summarized last summer's investigations which show an alarming decline in reproduction of salmon in the unexploited rivers in northern Norrland. The main cause is too much fishing in the Baltic.

Practically all the natural salmon rivers, that is rivers where salmon reproduce naturally and not by cultivation, are in the two northernmost counties of Sweden. The rivers are Torne, Kalix, Pite and Vindel, and the smaller rivers Aby, Byske, Ore and Logde.

The situation is the worst in the Torne River. Here both river and coastal fishing have been very poor since the middle of the 1960's. The fishery inspector's investigation in the Torne River at the end of the 1970's was so alarming that the construction of a breeding station on the Kukkola Rapids was necessary.

"In the upper parts of the Torne River water system north of Pajala hardly 10 percent of the amount of salmon young that we have previously counted remains. Certain areas were entirely devoid of salmon, for example Lainio River, which was previously considered as the best reproduction area for the Torne River."

**Exterminated**

According to Inspector Osten Karlstrom, the Torne River today has only one-third of its original salmon reproduction remaining.

Later investigation has shown that the situation is similar in the Byske, Ore and Logde Rivers, and in the Pite River.

"In the Pite River and in the Ore River the salmon are on the verge of extermination. If the situation in these rivers continues 2 or 3 more years there is a great risk that we no longer will have any salmon reproduction in these rivers," said Osten Karlstrom.

On the other hand, salmon reproduction in the Kalix and Vinde Rivers has not been so severely affected.

"This is extremely serious. Certain stocks are in danger of extermination," said Osten Karlstrom.

#### Great Threat

The fishery inspector in "the upper northern district" knows what steps are necessary to save our natural salmon rivers.

- Planting cultivated salmon fingerlings in the Torne River, which began in 1980, should continue. The results so far have been good. But it takes 6 or 7 years before the full-grown salmon life cycle ends and they return to the Torne River to spawn--if they have not already been fished out of the Baltic and eaten...

- Construction of salmon traps to make it easier for the salmon to pass the obstacles to migration. In that way reproduction can be increased when the salmon fingerlings are spread over larger areas.

- Limiting of coastal, river and ocean fishing. Above all it is the ocean fishing which is the greatest threat to salmon survival. About 80 percent of all salmon are fished out of the Baltic by Swedes, Finns and Danes. Swedish fishermen are estimated to fish up only about 40 percent of the salmon from our Swedish rivers.

#### Cold Shoulder

The Fishery Department has worked for several years to get an agreement between the Baltic states on limiting salmon fishing, but efforts have been met with a cold shoulder.

"We are now going to plant salmon fingerlings in other threatened, natural rivers. But this is only artificial respiration. The situation will become untenable if we can not drastically limit salmon fishing in the Baltic."

In the Lule, Skellefte and Ume Rivers combined nearly half of all the cultivated salmon are raised which go out in the Baltic from Sweden. Furthermore, probably just as many are reproduced in the natural rivers. This reproduction could be increased by about 700,000 fingerlings if the inspector's wishes are fulfilled.

"Natural fingerlings equate to double the number of cultivated fingerlings because the natural fingerlings survive significantly better."

Of the total salmon reproduction in the Baltic, about 4.1 million fingerlings, the rivers in the Norrbotten and Vasterbotten counties produce about half. But still fewer of the fish which are hatched up here return.



Caption: In certain rivers the salmon are almost exterminated. Lainio River, for example, is entirely devoid of salmon, a river which was previously considered as the best reproducing area for the Torne River.

#### Other Countries Fishing 'Our' Salmon - Danes Take Most

"We are very disappointed that we can not get the other Baltic countries to join in limiting salmon fishing," said Director General Lennart Hannerz at the Fishery Department in Gothenburg. "Now instead it is Swedish fishermen who suffer from the limiting of fishing because other countries fish up too much of 'our' salmon in the Baltic."

Over a month ago this year's negotiations between the Baltic nations' fishery authorities ended in Warsaw. During the negotiations the Swedish delegation recommended that the total annual salmon catch in the Baltic should be limited to 1550 tons, which would be a 25 percent reduction. But this was not accepted.

"In the first place it was Denmark which led the opposition against limiting salmon fishing," said Lennart Hannerz.

Denmark, Sweden and Finland are the major salmon fishing nations in the Baltic. The Danish fishermen have for several years brought in the largest catches, even though their catch has been reduced during recent years.

#### Dependent

It is the fishermen on Bornholm who are the most dependent on salmon fishing. Many Bornholm fishermen divide their time between salmon and cod fishing.

"But Denmark does not spend much money on reproduction, despite their fishing so much salmon. We think this is wrong," said Director General Hannerz.

Besides Sweden, it is the Soviet Union which cultivates a significant amount of salmon. Of the total salmon reproduction in the Baltic, approximately 4.1 million fingerlings, the Soviets produce about 1 million and Sweden nearly 3 million. But while two of every three salmon come from Swedish rivers, Swedish fishermen catch barely one-third of the salmon caught in the Baltic.

#### Better Chance

Therefore there is no total control of salmon fishing in the Baltic for the summer of 1982. On the contrary, the Baltic states have agreed to a lengthening of the summer recess by about 14 days.

"This will give the northbound migratory salmon a somewhat better chance to reach their own rivers," said Lennart Hannerz.

The Fishery Department also expects the summer of 1982 to bring into practice that change in fishing regulations which gives the authorities the right to regulate fishing with fixed equipment along the Swedish coast.

"In this way we can also increase the migration up the rivers. But this is naturally going to hurt the coastal fishermen, not the least in Norrbotten." said Director General Lennart Hannerz of the Fishery Department.

It should be added that the stocks of salmon are also infringed upon by extensive amateur fishing with nets and fixed equipment along the Swedish coast. This fishing is entirely uncontrolled, and is not included in any statistic.

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INTERNATIONAL AFFAIRS

BRIEFS

NORWAY'S FISHERIES ENFORCEMENT ANGERS DANES--The Danish Sea Fisheries' Association is greatly dissatisfied with the fact that the Norwegian Inspectorate of Fisheries has lately seized and boarded a number of Danish fishing vessels, issuing warnings for even the slightest offences. "We have been unable to find any motives for the more rigorous attitude on the part of the Norwegian Inspectorate of Fisheries, but we have found that it has been manifested in several concrete situations," the chairman of the Danish Sea Fisheries' Association, Laurits Tørnæs, tells BERLINGSKE TIDENDE. Tørnæs says that Norwegian inspection vessels have boarded Danish cutters in Danish waters because they suspected the Danish cutters of having entered Norwegian territorial waters without reporting it to the Norwegian authorities. It is often difficult for the master of a fishing vessel to determine his position exactly enough to know whether he is in Norwegian or Danish territorial waters. Tørnæs goes on to say that the vessels have been seized for the sole purpose of finding out whether the quantity of fish caught in the hold corresponds, in terms of kilos, with the estimate of the volume of the catch entered into the log of the cutter. The chairman of the Danish Sea Fisheries' Association does not exclude the possibility that the more rigorous attitude on the part of the Norwegians is an offshoot of the Norwegian defeat suffered in the fishing dispute at Jan Meyen some months ago. [Text] [Copenhagen BERLINGSKE TIDENDE in Danish 3 Nov 81 p 8]

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